Transport Canada Transports Canada

TP 6980E

Issue 3&4/2004

feedback

Canadian Aviation Service Difficulty Reports

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hangar noise

A Message for Aircraft Maintenance Personnel

COMPLETE YOUR AAIR FORM ON THE WEB....

You will soon be able to complete your AAIR form on the Web at the following address:

http://www.tc.gc.ca/cawis-simnaw/

Full details of the AAIR requirements are provided in CAR V, Subpart 01, and the associated Standard 501, both of which are now available on the TC Internet at: www.tc.gc.ca.

Instructions for completing the AAIR online will be supplied with each copy of the reporting form #240059. In order to logon to the Web, simply use the AAIR Access Code indicated directly on the top right of the AAIR form that will have been mailed to you by TC.

Enquiries related to the AAIR for a particular aircraft should be addressed to the appropriate Transport Canada Centre.

For more information or copies of **feedback** or other Civil Aviation publications, call 1 800 305-2059 or visit our Web site at www.tc.gc.ca/civilaviation/certification.

To ensure continued delivery, send any address changes to:
Transport Canada, Civil Aviation Communications Centre (AARA), Place de Ville, Ottawa, ON, K1A ON8.

Cover Photo: Convair 580

Cette publication est aussi disponible en français.

fixed wing

BELLANCA 7GCBC SDR # 20040512005

Aft Wing Spar Lower Stiffeners Chafed

This particular aircraft is retrofitted with metal spar wings. Attached between the aft wing spar and aft strut attachment point are three foot stiffeners. As a result, there is minimal clearance between the wing fabric and the stiffeners.

During flight, the inspection access metal cover clips vibrated, causing damage to the stiffener. Additionally, the turbulence absorbed by the aft struts further aggravates chafing to the stiffener.

The submitter recommends using a two-clip inspection hole cover rather than the four-clip type, and repositioning the clips may also reduce chafing damage. Indexing and labelling the fabric cover and wing may be advisable.

BEECH B200 SDR # 20040423006

Safety Switch Defective

After conducting a walk-around, the pilot reported that the angle of attack vane was hot and appeared to be on "high" mode. In researching the wiring diagram and troubleshooting system operation, maintenance discovered the left main gear safety switch, P/N 1013646283, had high resistance through the switch contacts when the aircraft was on the ground.

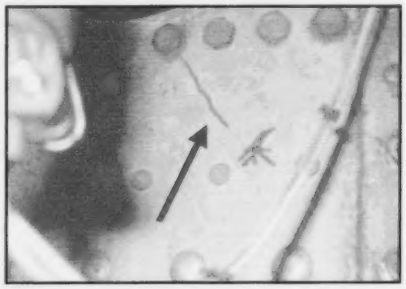
Consequently, the defective switch was delivering false information to the stall heat panel allowing maximum voltage for maximum heat. Due to this false information, the aircraft assumed that is was in "flight mode". The failed switch was replaced and normal operation of the system resumed.

Times Since New (TSN): 6471.8 hrs

BOEING 727 SDR # 20040519011

Keel Beam Web Area Cracked

While troubleshooting an APU snag, maintenance personnel discovered a crack in the keel beam web load control valve area, STA 870. The damage is being repaired in accordance with SRM 53-10-9. Crack length approximately 3.5 inches in length.



BOEING 737 SDR # 20040519014

Spoiler Actuator Cracked

While taxiing to the gate, the aircraft experienced a loss of nose wheel steering accompanied with the total loss of hydraulic system "A" pressure and quantity.

Maintenance found the #8 ground spoiler actuator to be the cause. The actuator body had structurally failed causing the fluid loss. The actuator was replaced and aircraft returned to service.

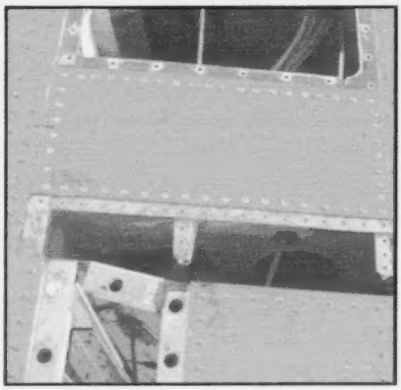
The actuator was routed to the maintenance provider's shop with request for full report.

The SDR database contains other examples of this type of failure. Maintainers are encouraged to pay close attention to this area in an attempt to detect the leak and possibly prevent component in service failure.

BOMBARDIER CL215 1A10 - Water Bomber SDR # 20040510003

Control Cable Corroded

During a structural repair to the right rear wing-to-fuselage frame angle, a panel at WS 60.80 adjacent to the rear spar, had to be drilled off to facilitate the repair.



Corrosion was discovered on the rudder/aileron interconnect cable, P/N 215-90381-2, which lies directly under this panel. The corrosion was removed and upon a closer inspection, several broken strands were noticed.

The maintenance manual was consulted and it was determined that the cable was damaged beyond limits. The cable was removed and replaced with a serviceable one. It is worth noting that the damage would be impossible to spot had it not been for the removal of the riveted panel. This is an area that is normally inaccessible.

When maintenance is being performed in areas where access could not normally be gained, AME's are reminded to be diligent and check for additional defects.

BOMBARDIER CL600 1A11 SDR # 20040322006

APU - Plenum Assembly Fractured

When the APU (auxiliary power unit) was started, it would not accelerate past 40%. Investigation found a large split (crack) on the outer casing of the plenum assembly, P/N 3846068-5.

The APU was removed and further investigation revealed a completely detached broken bracket lying in the APU compressor inlet duct. This piece was identified as a broken flange from the inside of the inlet duct. Further inspection of the compressor rotor showed significant damage from contact with the aforementioned broken bracket. The elbow tube assembly that is attached to the inlet plenum , P/N 3846007-1, was also found to be loose and worn from vibration.

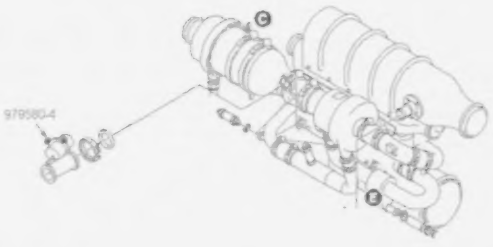
When this APU was installed, it was reported to have a high pitch whine but the cause was never determined. However, the operation was normal until it would not accelerate on start-up. A possible cause of the "whine" was from an out-of-balance condition.

Continued operation of the subject APU resulted in APU fatigue-related failures of the compressor inlet bracket, which then contacted the compressor rotor, creating a massive "out-of-balance" condition and eventual failure of the APU plenum assembly and other parts.

BOMBARDIER CL600 2B16 (604) SDR # 20040514001

Low-Limit Valve Detached

After engine start, crew was unable to obtain cold air-conditioned air out of the left air-conditioning pack. Engines were shut down and maintenance was notified of the snag. Maintenance discovered that the low-limit valve butterfly, P/N 979580-4, was no longer attached to its shaft.

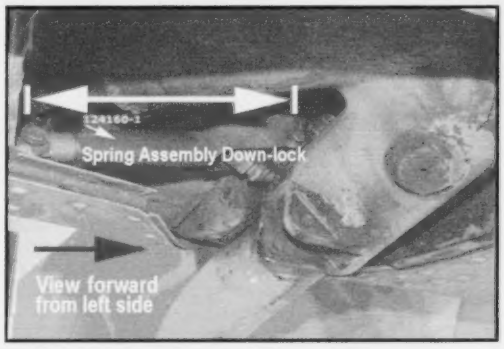


The butterfly was located in the duct just below the air-cooling turbine. The air-cooling turbine was also replaced as a precaution due to suspected FOD damage.

CESSNA 210L SDR # 20040423003

Lubrication Type Unclear

The main landing gear down-lock spring assembly sliding action was restricted by accumulation of dirt and debris. The down-lock, P/N 124160-1, was unable to fully engage, resulting in an "unsafe" gear indication. Inspection revealed wet lubrication attracted debris and dirt in the spring assembly concentric sleeve and spring.



Section 2 of the Cessna inspection manual is vague regarding lubrication type and applicability, and states in part - "...and any other friction point obviously requiring lubrication".

The submitter recommends that dry lubrication be used in this area and increased awareness of individual inspection programs for aircraft operating in "off-airport" locations, such as gravel and dusty strips.

DIAMOND DA20 A1 SDR # 20040203013

Muffler Obstructed

When the muffler tailpipe was found nearly snapped off; a detailed examination revealed that the internal baffles in the muffler were broken off at the weld. The muffler baffles obstructed the exhaust outlet port creating a pressure build-up inside the muffler and caused loss of engine power.

The operator has started a fleet-campaign and now carries out a "tap-test" inspection to determine if the muffler baffles are excessively loose or broken off.

The exhaust system components are subjected to extreme temperatures, and the resulting expansion and contraction produce stresses that often result in cracks and distortion due to warpage. Regular and thorough inspections are especially important to detect internal muffler failures.

DE HAVILLAND DHC 2 Beaver SDR # 20030327009

Amphibious Nose Gear Separated

During inspection when the aircraft was jacked, the amphibious nose gear separated from the float. The inner casing assembly, P/N C2UF1781, had failed at the welded seam.

HAWKER SIDDLEY HS 748 SDR # 20040415004

Elevator Control Arm Cracked

On pre-flight inspection when checking the elevator play, excessive movement revealed the elevator control bell crank primary attach lug, P/N 298/G3096, was cracked through, and that the rod end was being retained by an oversized secondary lug.

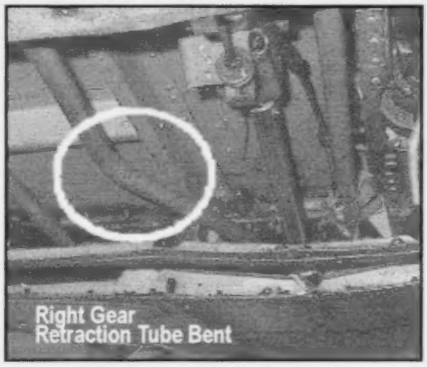
This resulted in a decrease of travel on starboard elevator and substantially increased free-play. The restricting bracket, introduced by mandatory modification 2449/SB27-33, retained the elevator actuator rod. There is no recent report of the aircraft experiencing any gust loads to the elevators.

This defect was detected by a thorough pre-flight inspection.

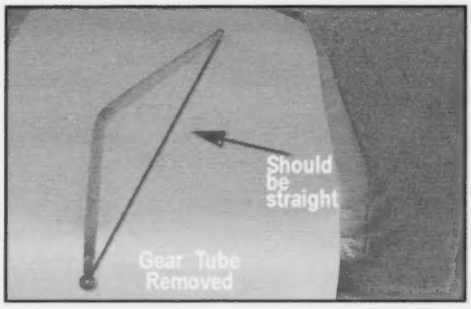
MOONEY M20C SDR #20040409001

Main Gear Collapsed

The right main gear of a Mooney M20C aircraft, collapsed on landing roll-out. Initial investigation discovered that the main gear actuating tube inside the belly, P/N 915019000, was bent. It is unknown if this tube was bent before the incident or as result of main gear collapse.



Time Since New (TSN) : 4060 hrs



This incident is currently under investigation by the Transportation Safety Board (TSB). Due to the bent landing gear tube, the submitter was unable to determine if the gear downlock rigging was within published limits or not.

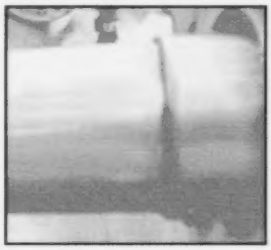
The submitter also recommends close inspection of actuating tubes for bending. These tubes are under compression load when the gear is at down and locked.

PIPER PA 31 SDR # 20040219006

Left Main Axle Broken

The pilot was taxiing a Piper PA 31 for take-off when the left main axle, P/N 4041304, broke. After hearing vibration and noises, the pilot taxied back and discovered the left main wheel had tilted over and was rubbing on the fork assembly.

Time Since New (TSN): 16094 hrs



The submitter added that this aircraft previously landed long and fast on a short dirt runway. In departing the end of the runway, the left main gear struck a pothole and subsequently a prop strike occurred necessitating a prop and engine replacement. The runway incursion may have contributed to this premature failure of the axle.

PIPER PA 42 720 - SDR # 20040427016

Avionics Lost on Final Approach

On final approach, the pilot noticed he had lost primary avionics power and the standby power supply had engaged to provide basic power. An uneventful landing was carried out.

An investigation by maintenance determined that the avionics master switch, P/N 688219, (push to engage, push again to disengage) had malfunctioned and disengaged to the 'off' position. The internal latching mechanism is not visible for inspection. The failed switch was replaced.

Time Since New (TSN): 9124 hrs

PIPER PA44-180 SDR # 20040517002

Stabilator Servo-Trim Cable Frayed

While removing an electric trim servo used in the stabilator system, the forward stabilator trim cable, P/N 62701160, was discovered frayed. It also had wound itself around the electric trim servo pulley. The cable was replaced with a new one.

The submitter added that this it is a difficult area to inspect. In order to locate any defects on the cable, the electric trim servo may have to be functionally operating in both directions.

rotorcraft

AEROSPATIALE AS332L SDR # 20040504001

Tail Rotor Pedal Adjuster Cracked

The pedal adjustment mechanism was reported jammed. Further inspection revealed the tail rotor pedal adjuster support, P/N 332A-27233006, had cracked.

The submitter discovered an identical discrepancy on another aircraft during a "G" maintenance inspection. A fleet-wide inspection at the home base resulted in no other similar defects found.

This SDR may be worth keeping in mind while inspecting this area.

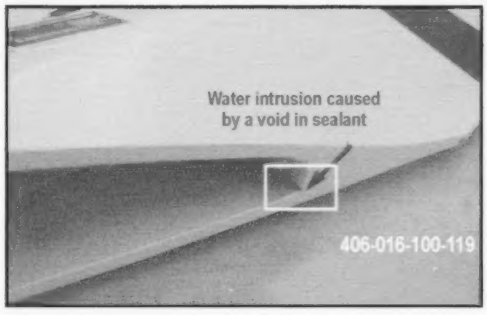
BELL 407 SDR # 20040413006

Water in Tail Rotor Blade

A tail rotor blade, P/N 406-016-100-119, was discovered to have absorbed water. This anomaly caused an imbalance of the tail rotor creating excessive vibrations.

Time Since New (TSN): 12.3 hrs

The manufacturer added that the water ingress might have been caused by a void in the sealant.



engines

AVCO LYCOMING O-320-E2D (Cessna 172M) SDR # 20040216005

Excessive Wear Due to Improper Lubrication

The engine oil on a Cessna 172 was found contaminated after only 33 hours since overhaul (TSO). Following engine disassembly, the source of the oil contamination was obviously due to the abnormal and excessive wear found on all four connecting rods. A deep scar was also noted on the crankshaft.

The operator completed a thorough inspection of the engine and concluded that all of the manufacturer's inspection requirements were carried out satisfactorily at overhaul.

Following a discussion with the pilots, it was learned that the engine had recently been subjected to cold weather starts without being pre-heated. It was also revealed that the aircraft was in operation with 100-grade mineral oil (summer oil) because 80-grade mineral oil (winter oil) was not available. The operator stated that they use 100-grade oil for the "break-in" period following engine overhaul.

The operator concluded that the use of 100-grade oil in very cold starting conditions caused a lack of lubrication in the engine power section (crankshaft, connecting rods).

The viscosity of engine oil is imperative to ensure proper lubrication under all operating and temperature conditions. In addition to reducing friction, the viscous oil film acts as a cushion between moving parts thereby reducing friction. The engine manufacturer's recommended oils should be used at all times.

AVCO LYCOMING TIO-540-J2BD (Piper PA31 350) SDR # 20040312002

In-flight Engine Fire

During cruise flight, noises were heard coming from the #2 engine. Shortly thereafter, there was a loud bang and vibration followed by oil and smoke coming from the engine cowl. The crew immediately feathered the propeller and shut down the #2 engine and carried out an uneventful landing.

Maintenance personnel determined that a connecting rod had failed and then penetrated the crankcase. As a result, engine oil spewed overboard contaminating the general area. Some of the engine oil entered the turbocharger and ignited, causing the fire to flow along the underside of the wing. Heat damage was evident on the lower wing surface. Secondary damage was also occurred on the lower flap skin and landing gear door.

Time Since Overhaul (TSO): 987 hours.

GARRETT TPE331-10UA (Swearingen SA226TC) SDR # 20040115002

Engine Plenum Fitting Weld Cracked

On climb-out, following take-off roll, the flight crew observed a split-second fire warning indication. The flight crew continued to closely monitor the cockpit gauges and then determined that a false indication had occurred.

Shortly thereafter, the left engine gradually began to lose power until it reached about fifty-five percent torque and its maximum allowable EGT limit. The aircraft returned to base and carried out an uneventful landing.

Upon inspection by maintenance crew, the left engine plenum drain fitting, which is welded to the plenum, was found cracked and partially separated. It was observed that the drain fitting had been incorrectly installed in a slightly rearward direction that later resulted in a stress fracture and failure in the weld area. As a result, hot combustion gases entered into the engine compartment and caused some heat damage to the electrical wiring harnesses in the immediate area.

A review of the SDR database revealed several similar incidents describing cracks at different weld areas of the engine plenum. Particular attention should be paid to the weld areas on the engine plenum fittings (igniter mount bosses, bleed-air extraction port boss, drain valve boss, etc).

PRATT & WHITNEY CANADA PT6A-20 (Beech 99) SDR # 20040513008

Engine Power Control Spring Jammed

The engine power was set to 1,290 foot-pounds for take-off roll. Shortly after rotation, the pilot noticed that the engine torque was slowly increasing on the right engine. The co-pilot attempted to reduce engine power but the power lever would not move. The engine torque continued to increase to approximately 1,500 foot pounds and remained there for about 90 seconds.

After reaching a safe altitude, the pilot shut down the right engine and carried out an uneventful landing.

Prior to removing the engine for an over-torque inspection, maintenance personnel carried out an inspection of the engine mechanical control system. It was then noticed that the engine power control spring link was catching on the control lever-mounting bracket. The control spring link is at the base of the rod end that attaches the airframe Teleflex power cable to the input arm on the cam cluster. The action of the spring link, when it snagged the control lever bracket, would be to pull the power lever towards a higher power setting and ultimately jam at that position.

The SDR submitter stated that this link should have been installed 10-15 degrees further in the counter clockwise direction on the power cable. Furthermore, the submitter stated that the maintenance manual does not give any information on the placement of this link and there is no device, such as a tab or pin that would have prevented this occurrence. A rig pin may not detect this problem unless the rod end is rotated as far as possible clockwise when moving the levers.

Transport Canada recommends that a detailed visual and functional check be carried out in all extreme travel positions on the engine power linkage controls, following adjustment.

PRATT & WHITNEY CANADA - PT6A-65B (Beech 1900C) SDR # 20040518003

Engine Breather Hose Displaced

Shortly after take-off, the cabin began to fill with fumes and oil vapors. The crew turned off the engine bleed-air and safely returned to the airport.

Maintenance personnel found that the #1 engine breather hose was kinked and pinched. This caused the engine accessory case to pressurize and to force the engine oil to pass the engine labyrinth and the gar lock seals and then enter the engine compressor section.

Some of the oil vapors then entered the cabin through the aircraft bleed-air system creating fumes and visible oil vapor.

The engine breather hose was inspected and repositioned.

propellers

HARTZEL HC-E3YR-2ATF (Piper PA 31 350) SDR # 20040519007

Propeller Cable Broken

Shortly after take-off, a loss of R/H propeller pitch control was noted. The pilot reduced the manifold pressure, completed the propeller overspeed check, secured the right engine and made an uneventful landing.

Maintenance personnel discovered the propeller cable was broken. The cable was completely worn through where it attaches to the support that is connected to the engine starter. This area is just below the propeller governor.

TC recommends that operators and maintainers inspect this hard to access area to verify propeller cable condition.

heads UP

WIRE AND LINE CHAFING

The chafing of lines and electrical wires plagues aviation from the smallest private aircraft to the largest commercial operation. Properly routing and securing of vital lines and wires that supply life to aircraft components begins with the manufacturer, and continues with the AME while the aircraft is in service.

As aircraft are modified with new systems, additional lines or wires usually will be required. When developing installation instructions, the STC holder may elect to follow an existing path or take a new one. This complicates things, because the installer requires proper security and the protection of the new and existing systems. We are responsible to ensure proper clearance and security of lines and wires to protect the aircraft structure and its systems. Downtime cost money, secure and protect these critical systems.

BEECH C90A SDR # 20030717001

Instrument Air Tube Chafed

During a maintenance ground run, following the start of the right engine, a hissing sound was noticed emitting from behind the instrument panel. Further investigation revealed that the instrument air tube,P/N 1013202661, had been chafing on the upper comer of the radio rack. The tube is used to join the vacuum regulator to the left side of the forward bulkhead to the manifold located in the cockpit behind the instrument panel on the right side.

CESSNA C172 SDR # 20040423010

Wire Harness Behind Radio Panel Chafed

A pilot reported that the flight controls of his Cessna 172R were "stiff and very hard to move" during run-up prior to departure, and the pilot elected to return to base.

The AMO found a wire harness behind the radio panel chafing on the throttle mount causing an electrical short to ground. This caused the auto-pilot servo to engage uncommanded.

FAIRCHILD SA227DC SDR # 20040507004

Hydraulic Supply Line Chafed

During flight, the right hydraulic pressure annunciation went from intermittent to continuous. Prior to landing, when flaps and gear were selected, further loss of hydraulic pressure was experienced. The auxiliary gear extension procedure was carried out and the gear locked down for an uneventful landing.

Post-flight inspection revealed hydraulic oil on the underside of the aircraft. Maintenance discovered a chafed hole in a hydraulic supply line in the right wing leading edge inboard of the nacelle. The line was subsequently replaced.

equipment ADs

Transport Canada (TC) endeavours to send copies of new airworthiness directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

The following new ADs on equipment have been received by TC in the last three months. AMEs and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at:

http://www.tc.gc.ca/civilaviation/certification/continuing/ad.htm

Manufacturer	Ad Number	Origin	Description
BF GOODRICH	2004-08-15	US	LOADING OF THE BARO-SET POTETIOMETER -INSPECT TAWS 8000 PART NUMBER 805-18000-001, ASB 117
CAPEWELL	2003-300(A)	FR	PARACHUTE - ACCOMPLISH RIPCORD PIN FIELD TESTCAPEWELL SERVICE BULLETIN CW03-1
ENGINE COMPONENT INC	2004-08-10	US	TCM ENGINE 520 AND 550 SERIES WITH STC SE4327SW OR SE09104SC ORSE09261SC
GARMIN	2004-10-15	US	RECEPTION OF INACCURATE REPLIES DUE TO SUPRESSION FROM GTX 330/330D MODE S TRANSPONDERS
GARMIN	2004-13-20	US	APOLLO GX50/55/60/65 TSO-C129A GPS NAV. UNITS- SOFTWARE VER. 3.0-3.4 - SB 561-4002-001
LORI	2004-09-31	US	OIL COOLER - INSTALLED AS PER STC SA8937SW. HONEYWELL SB 28E99-79-2036
NARCO	2004-08-16	US	AT150 TRANSPONDERS S/N 10000 THRU 12598. SER VICE BULLETIN AT150 NO. 6
RECARO A/C SEATING	D-2004-151	GY	SEAT TYPE 3410 - SEAT BELT RETAINING FITTING BOLT CONNECTIONS. SB 3410-25MR477 REV.2
THALES AVIONICS	F-2004-04R1	FR	**CANCELLATION NOTICE-** AD SUPERSEDED BY F-2004-053
THALES AVIONICS	F-2004-053		TA/RA VSI-TCAS IND.P/N 457400-( ) FITTED ON A/C EQUIPPED WITH TCAS II CHANGE 7 COMPUTER

suspected Unapproved PARTS

The submitters of the following Service Difficulty Reports (SDRs), received during the previous quarter, indicated that an unapproved part (SUP) was suspected. The list is provided here for information only and should not be construed as an identification of confirmed unapproved parts. In Canada, SUPs should be reported indicating your suspicion of an unapproved part on a regular SDR form or on the Internet at: ***www.tc.gc.ca/wsdrs***

SDR # 20040299 **AIRCRAFT MAKE:** CESSNA 182B **PART NAME:** Carburetor throttle shaft bushings

The carburetor throttle shaft bushings and mixture shaft were found worn. Further investigation revealed that the carburetor should not have been fitted to this model engine in this model aircraft.

Upon attempting to install the rear turbine shaft nut onto turbine shaft, it was found that the nut would only thread halfway down and then the threads would start to pile up and bind. With the turbine shaft in an unstretched condition, the nut would work fine and would thread on freely by fingers only as it should. Once the shaft is stretched upon installation, the nut would not thread on completly. To eliminate the possibility of the shaft being a problem, a different batch of nuts were checked with no problems being installed on the stretched shaft.

Twenty (20) nuts have been removed from company stores due to the fact they are from the same HONEYWELL lot number as the defective nuts. The lot number of the defective nuts is 0311024140.

AGING AIRCRAFT, Part III

✈ Ramon (Ray) Raoux, P. Eng.(ret)

A zonal inspection typically could entail a visual inspection for corrosion, missing/loose fasteners and other physical damage...

an "enhanced" zonal inspection would include inspecting for the structural concerns

BACKGROUND

The previous issue of **feedback** briefly described the rationale for, the workings of, and the recommendations made by the Aging Transport Systems Rulemaking Advisory Committee (ATSRAC) to address aircraft wiring concerns. It was not surprising that perhaps the most important finding, which has been noticed by the various investigations under the auspices of ATSRAC, was the need to recognize wire systems as a system that requires periodic inspection and cleaning. Implementation of the recommendations, particularly those related to the rationale for an Enhanced Zonal Analysis Procedure, can potentially reduce the number of fire-related incidents and nuisance circuit breaker trips. It should also reduce the number of frustrating maintenance actions whereby replacing an electrical component returns a system to a serviceable state, but no fault is subsequently found with the removed electrical component when sent for repair or overhaul.

AIRCRAFT ZONES

Transport category aircraft can be defined by a common series of zones that can be used to assist in maintenance planning and work card production by specifying work areas and components. A zone can be defined by physical boundaries such as wing ribs, fuselage frames, control surfaces and areas accessible at access panels. Hence, a zonal inspection typically could entail a visual inspection for corrosion, missing/loose fasteners and other physical damage over an internal area of the fuselage defined as being between two adjacent frames [usually 20 inches apart] and between specified stringers. An "enhanced" zonal inspection (EZI) would include inspecting for the structural concerns just mentioned, but also include inspecting any system components such as wires and hydraulic lines in the same area, plus a cleaning task to remove any combustible material such as lint or chemical contaminants. The rationale for developing the EZI concept is that each wire or wire bundle or connector [i.e., wire system] in the zone is treated as a potential ignition source and the other contents of the zone are considered as being potentially combustible material [lint, spilled fluids, etc] or potentially contributing to combustion [fuel/oxygen/hot air lines].

WIRING CONCERNS

Perhaps the most important finding, which has been noticed by the various investigations under the auspices of ATSRAC, is the need to recognize wire systems as a system that requires periodic cleaning and inspection. Contaminants such as lint and grease are flammable and need to be removed to eliminate a potential combustion source. Swarf and metal filings can become lodged in a wire bundle and eventually cut or wear through the insulation; not only will the bare metal underneath be exposed and create a potential ignition source, but the conductive metallic residue can bridge the gap between the wire surface and an adjacent metal surface. The presence of any sticky fluids on the wire will help to ensure that these metallic residues do not fall-off the wire into a benign location. The rear side of circuit breaker panels are seldom accessed; yet they can accumulate a significant built-up of flammable lint.

Some of the following wiring concerns to inspect for, as the inspection portion of an EZI would include:

- Wire clearance from fuel and oxygen lines, hydraulic lines, bleed air ducts and flight controls;
- Wire bundle breakout joints;
- Missing or broken bonding jumper cables;
- Sharp bend radius causing mechanical strain;
- Localized heat damage;
- Fluid stains;
- Missing or damaged heat or drip shields;
- Absence of drip loops;
- Loss of wire segregation;
- Broken, missing and incorrect sized clamps and missing ties;
- Missing sleeving and grommets and damage where wires enter or exit a metal conduit;

- Chafing of wires on structure, particularly in transition zones such as engine nacelle to fuselage, fuselage to wing and fuselage to wheel well etc.;
- Damage to and contamination of wiring caused by maintenance activity or by cargo and baggage handling; and
- Presence of combustible material including lint, paper and fluid residue.

The benefits of a clean wiring system are applicable to all sizes of aircraft, whether it be the largest multi-engine transport category or the smallest single engine general aviation category aircraft. The difference is that the task is much easier and less labour intensive for the latter category of aircraft.

CLEANLINESS IS NEXT TO...

In an initial step towards addressing wiring systems, the concept of "Clean As You Go" is being promoted. This means that before any planned maintenance action is started, the area affected should be inspected and any wiring in the area should be protected to ensure it does not become damaged or contaminated by the planned work. If electrical connectors have to be removed to facilitate access, they should be blanked-off. After completing the work, the area should be thoroughly cleaned. A video, titled "ATA Specification 117 - Wiring Maintenance Practices/Guidelines", has been produced illustrating the guidelines to follow when performing maintenance in the vicinity of aircraft wiring.

AN EVOLVING INSPECTION CULTURE

A cultural change such as the "Clean As You Go" concept can be implemented and the benefits enjoyed today; it is not necessary to wait for regulatory action to address concerns with wiring systems. Furthermore, the regulatory actions likely would not be applicable, at least initially, to the smaller aircraft fleets.

It is recognized that there are limits on what can be achieved through wire inspections. The next **feedback** article will discuss how damaged and age-deteriorated wire can lead to in-service difficulties or worse.

Photos: *Courtesy of J.R. (Rod) Digney*

FAA Special Airworthiness Bulletins (SAIBs)

An SAIB is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).

http://www.faa.gov/certification/aircraft/av-info/ad/saibs.asp

SAIB #	Manufacturer	Model	Issue Date
CE-04-61	SOCATA	TBM 700	04/12/2004
CE-04-62	Pilatus Aircraft Ltd.	PC-12 and PC-12/45	04/12/2004
CE-04-63	The New Piper Aircraft, Inc.	PA-28-140, PA-28-150, PA-28-160, PA-28-180, and PA-28-235	04/16/2004
CE-04-64	Glasflügel	Mosquito & Mosquito b, Glasflügel 304, Club Libelle, Hornet, Hornet C	04/26/2004
CE-04-65	SCHEMPP-HIRTH	Discus 2T	04/29/2004
CE-04-66	Mooney Aircraft Company	M20	04/29/2004
CE-04-67	Learjet	Learjet 35 and 36	05/06/2004
CE-04-68	Raytheon Aircraft Company	390	05/14/2004
CE-04-69	Univair Aircraft Corp. (Fomey)	F-1A, (Alon) A-2, A2-A, and (Mooney) M10	06/09/2004

FAA Unapproved PARTs Notification (UPNs)

Published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. UPNs are posted on the Internet at:
http://www.faa.gov/avr/sups/upn.cfm

No. 2002-00098 issued June 21, 2004

AFFECTED PARTS
Life rafts and life vests approved for return to service by Inflatable Services, Inc.

PURPOSE
The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding improper maintenance performed on life rafts and life vests by Inflatable Services, Inc.

BACKGROUND
Information received during a Federal Aviation Administration (FAA) suspected unapproved parts (SUP) investigation revealed that Inflatable Services, Inc. (Inflatable Services), may have improperly approved life rafts and life vests for return to service between October 2000 and May 2002. Inflatable Services, located at 990 W. State Road 84, Fort Lauderdale, FL 33315, previously held Air Agency Certificate No. LE4R333M.

Evidence indicated that Inflatable Services failed to accomplish maintenance in accordance with the manufacturers' maintenance manuals; Instructions for Continued Airworthiness; or other methods, techniques, and practices acceptable to the FAA. Discrepancies noted on a life raft included excessive air leakage, a non-conforming inflation cylinder, and non-conforming survival kit contents. The FAA has been unable to determine all the life rafts and life vests affected; therefore, those approved for return to service during the time frame specified above should be considered suspect.

RECOMMENDATIONS
Regulations require that type-certificated products conform to their type design and be properly maintained using current data, required equipment, and appropriately trained personnel. Aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors should inspect their aircraft and/or parts inventory for any parts approved for return to service by Inflatable Services during the time frame specified above. Appropriate action should be taken if any of these parts have been installed on an aircraft. If any existing inventory includes these parts, the FAA recommends that you quarantine the parts to prevent installation on an aircraft until a determination can be made regarding each part's eligibility for installation.

FURTHER INFORMATION
Further information may be obtained from the FAA Flight Standards District Office (FSDO) shown below. The FAA would appreciate any information regarding the discovery of the above-referenced parts from any source and the action taken to remove them from inventory or service. This notice originated from the Fort Lauderdale FSDO, 1050 Lee Wagener Blvd., Fort Lauderdale, FL 33315, telephone (954) 356-7520, fax (954) 356-7531; and was published through the FAA Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 668-3720, fax (703) 481-3002.

CONGRATULATIONS...

...to the following people who have won our door prize at the previous symposia!!!!

Claude Desjardins (Montreal)

Chad Mitchell (Thunder Bay)

AME *SYMPOSIA* schedule

Below is an updated schedule of the AME Symposia for the 2004-2005 season. There have been a few changes therefore please disregard any reference to what was advertised in previous issues of **feedback**

ONTARIO - October 27 - 29

The Delta Meadowvale Resort & Conference Centre
6750 Mississauga Road, Mississauga, Ontario L5N 2L3
Tel: 1-800-422-8238 or 905 542-4003 **Fax:** 905 542-4036
Internet: : http://www.deltahotels.com/hotels/hotels.php?hotelId=1

NORTH WESTERN ONTARIO - November 12

Victoria Inn & Conference Centre
555, Arthur Street West, Thunder Bay, ON
Tel: 1-800 387-3331 or 807 577-8481 **Fax:** 807 475-8961
Internet: www.vicinn.com

QUÉBEC - November 17 - 18

Hilton de l'Aéroport - Dorval
12505 Côte-de-Liesse, Montréal Québec H9P 1B7
Tel: 1-800-567-2411 514 631-2411 **Fax:** 514 631-0192
Internet: www.hilton.com

PACIFIC - January 24 - 26

Ramada Park Plaza Vancouver Airport Conference Resort
10251 St. Edwards Drive, Richmond, British Columbia V6X2M9
Tel: 1-866-482-8444 or 604 278-9611 **Fax:** 604 276-1121
Internet: vacres@nwlhotels.com

CENTRAL - March 2 - 4

Best Western Victoria Inn Winnipeg Airport
1808 Wellington Avenue, Winnipeg, MB R3H 0G3
Tel: 1-800-928-4067 or 204 786-4801 **Fax:** 204 786-1329
Internet: www.vicinn.com

WESTERN - March 16 - 18

Coast Plaza Hotel & Conference Centre
1316 - 33rd Street NE, Calgary, AB T2A 6B6
Tel: 1-800-661-1464 or 403 248-8888 **Fax:** 403 248-0749
Internet: www.info@calgaryplaza.com

ATLANTIC - April 29 - 30

Delta Hotel St. John's
102 - 108 Kenmount Road, St. John's, NL A1B 3R2
Tel: 709 722-9330 or 800 563-2489 **Fax:** 709 722-9231
Internet: www.csc@cityhotels.ca

service difficulty *reports*

Received by Transport Canada from
1 April to 30 June 2004

aircraft

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
AERO COMMANDER						
690	7321	VALVE-HP LIMITER	8953804		20040604014	PNR
AEROSPATIALE						
AS 332L	6310	ENGINE TIE BOLT	332A32323300	FRACTURED	20040603002	ATL
AS 332L	6720	PEDAL ADJUSTER SUPPORT	S332A27233006	CRACKED	20040504001	ATL
AS 350BA	2913	BELT, HYD. PUMP	704A33690004	BROKEN	20040408014	VAR
AS 350BA	2997	SWITCH	12TW13		20040512006	PNR
AS 350BA	6210	MAIN ROTOR BLADE	355A11003000	DAMAGED	20040503003	ONT
AS 350BA	6710	SWITCH	12TW13		20040615003	PNR
AS 350B2	6520	PINION GEAR ASSY	350A33100021	WORN	20040517001	ONT
AS 350B2	6710	ANTICIPATOR CABLE	704A34130141	U/S	20040621009	PNR
AS 350B3	3340	WIRE	LJILO38	SEVERED	20040504006	ONT
AS 350B3	6240	N/R TRANSDUCER	50071550020	OPEN CIRCUIT	20040527001	ONT
AS 350B3	6410	TAIL ROTOR BLADE	355A12005004	CRACKED	20040401007	ONT
AS 350B3	7300	ENGINE FUEL & CONTROL			20040521005	ONT
ATR						
ATR 42 300	1497	ELEC. SUPPLY CONNECTOR			20040423008	ONT
ATR 42 300	7310	FILTER	5905587		20040609012	ONT
SA 330J	6310	FREEWHEEL	330A32600000	FAILED	20040528004	PAC
AIRBUS						
A310 304	2900	TUBE ASSY	A5784365500400	FITTING LOOSE	20040630005	QUE
A310 204	3040	RETRACTABLE CORD	EO358HH	WIRE DAMAGE	20040427007	QUE
A310 304	7314	WIRE		CHAFED	20040603005	QUE
A310 308	2797	FLAP SYSTEM			20040405001	QUE
A310 308	3460	FMS CDU	4043912902	SMOKING	20040413008	QUE
A310 308	5240	PANEL	A52475147012		20040413003	QUE
A319 114	2565	L-1/L-2 SLIDE	D3151613/D3151713		2 SDRs	QUE
A319 114	3250	LANDING GEAR STEERING SYS			20040412007	QUE
A320 211	2700	FLAP SYSTEM			20040615001	QUE
A320 211	3220	NOSE/TAIL LANDING GEAR			20040609015	QUE
A320 211	5610	F.O. WINDSHIELD			20040602007	QUE
A320 211	7200	ENGINE TURBINE/TURBO-PROP			20040412006	QUE
A330 342	3610	DUCT	F212529300000	RUPTURE	20040405003	QUE
A340 313	7200	ENGINE TURBINE/TURBO-PROP			20040614002	QUE
BAE - UK						
BAE 146 200	3231	ASSISTOR SPRING	HC323L0001000	FAILED	20040610014	ATL
BAE 146 200	3246	INNER WHEEL HALF	AHA1481	CRACKED	20040505001	ATL
BAE 146 200	3246	OUTER WHEEL HALF	AHA1483	BRKN BEAD FLANGE	20040430005	ATL
BAE 146 200	5210	ROD END	RMRE04UCBBFF	FAILED	20040527011	ATL
BAE 146 200	7300	OVERSPEED CONTROL		FAILED	20040603001	ATL
BAE 146 200	7697	CANNON CONNECTOR	MS3476W1419S	SHORTED	20040601014	ATL
HS 748 2A	5270	DOOR SILL MICROSWITCH			20040503007	ONT
HS 748 2B	7722	TGT WIRING HARNESS			20040531002	ONT
3112	3418	LIFT TRANSDUCER	C771075U/S		20040521003	PNR
BEECH						
A100	2710	AILERON RIGGING			20040428006	ONT
A100	2730	ELEVATOR TORQUE	1156100103	BEYOND LIMITS	20040608002	ONT
A100	2730	FITTING	11561001S1	CRACKED	20040510006	ONT
A100	5200	DOOR FRAME	50430043867	CRACKED	20040510007	ONT
A100	7397	FUEL VENT HEATER	112054	FAILED	20040420006	ONT
B100	3244	TIRE	0283353	CHAFED	20040429008	PAC
B200	3050/5330	SKIN DOUBLER		CRACKED	2 SDRs	VAR
B200	2720	RUDDER PEDAL	5052432627	WORN	20040519004	PAC
B200	3242	BRAKE DE-ICE HOSE	1013800153	RUPTURED	20040505002	PNR
B200	3320	CONNECTOR RECEPTACLE	2064862	CORRODED	20040621006	PNR
B200	3418	SWITCH	1013646283	HIGH RESISTANCE	20040423006	PNR
B200	5610	R/H AFT CABIN	WI1014301835	WARPED	20040426003	PNR
B200C	7120	CORE	R2070011	IMPROPERLY MANUF	20040624001	ONT
B300	2841	CONNECTOR	M8171411120D	CORRODED	20040609009	QUE
C90A	2823	SHUT-OFF VALVE	1013890253		20040503001	ONT
C90A	7110	LOWER COWLING	109910029117	CRACKED	20040405007	ONT
C90A	7510	ANTI-ICE HOSE	AS9091010017	CRACKED	20040405006	ONT
D17S	3260	MICROSWITCH		MISADJUSTED	20040427011	ONT
D95A	3230	LANDING GEAR MOTOR			20040624006	PNR
100	3242	HYDRAULIC FITTING	10404900	BENT & CRACKED	20040528009	PAC
100	5341	FITTING	501200735	CRACKED	20040519013	PNR
100	5520	BELLCRANK SUPPORT	11552405813		20040504004	ONT
1900C	3020	AIR INLET LIP HEAT ASSY	11891003415	CRACKED/SEPERATE	20040518007	ONT
1900C	3230	SELECTOR VALVE	623372	INTERMITTENT	20040518008	ONT
1900D	2750	FLEXIBLE SHAFT	1013800001	BROKEN	20040412011	ONT
1900D	3130	FLIGHT DATA RECORDER	S703100000	BURNT	20040618002	ONT
1900D	3246	WHEEL	114800893	BEARING FAIL	20040412012	ONT
1900D	5530	VERTICAL STABILIZER			20040629009	ONT
200	2140	RECEPTACLE	2062071	BURNT	20040422007	PNR
200	3230	ACTUATOR	508202085	FAILED ENDPLAY	20040503002	ONT
200	3230	LANDING GEAR ELEC MOTOR	1153800025	UNSERVICEABLE	20040526007	PNR
200	3230	LANDING GEAR RETRACTOR			20040607003	ONT
200	3242	RIVET	10500900	BROKEN	20040506004	ONT
200	5312	FUSELAGE MAIN BULKHEAD			20040423002	ATL
200	5610	WINDSHIELD	1013840252		20040521007	PNR
99	5341	MAIN SPAR FITTING	501200742	CRACKED	20040517003	PNR
99	7603	POWER LEVER			20040615006	ONT
BELL TEXTRON - CAN						
206B	2900	HYDRO PACK	206076022005		20040621008	PAC
206B	6310	CLUTCH	CL422501	CRACKED	20040610004	PNR
206B	6410	TAIL ROTOR BLADE	206016201131	CRACKED	2 SDRs	QUE
206B	6710	CYCLIC STICK	206001342001	CRACKED	20040512004	ONT
206B	6720	TAIL ROTOR PITCH	206010795105	OVERHAULED	20040604015	PAC
206B	7200	TURBINE			20040616002	PAC
206B 1	5250	DOOR HANDLE	206031620101		20040615002	QUE
206L	2562	ELT	AK450	FAILED	20040428004	PNR
206L	6410	TAIL ROTOR BLADE	206016201131	PERFORATED	20040623009	QUE
206L	7250	TURBINE			20040603007	PAC
206L	7714	COUPLING	9A1424	WORN	20040427014	PNR
206L 1	5302	FITTING	206030329103	CRACKED	20040624005	ATL
206L 3	5310	ANGLE	206032307		20040420004	PAC
206L 4	6320	CASE	406040056107	CORRODED	20040526004	QUE
407	6410	TAIL ROTOR BLADE	406016100119		20040413006	QUE
407	6700	BELLCRANK	407001732117		20040601001	QUE
427	6720	BELLCRANK	407001732125		20040601002	QUE
BELL TEXTRON - USA						
212	5400	COWL ACCESS DOOR	212060822001	CRACKED FLANGE	20040428001	ONT
212	6710	CYCLIC STICK GRIP	2050010461	BROKEN	20040422004	QUE
214B 1	6230	SUPPORT ASSY	214010404111	EXCESS WEAR	20040531005	PAC
BELLANCA						
7GCBC	5711	AFT SPAR LOWER	S1108111	CHAFED/GROOVED	20040512005	PNR
8GCBC#	2750	FLAP CONTROL CABLE	19023	FRAYED	2 SDRs	ONT
BOEING						
727 2H3 2	7600	ENGINE CONTROLS			20040408010	ONT
727 225	2751	SWITCH FLAP	10608197	U/K	20040611005	ONT
727 225	5754	NIL/UNKNOWN			20040531001	ONT
727 225	7200	ENGINE (TURBINE)			20040624008	ONT
727 227	3210	UPLOCK SUPPORT	F6524480412	CRACKED	20040415005	ONT
727 227	5314	KEEL BEAM WEB			20040519011	PAC
727 231	1200	SERVICING			20040623007	QUE
727 233	3246	WHEEL BEARING	LM522546	CONTAMINATED	20040401008	PNR
727 243	3230	MODULE	656021123		20040521001	PAC
727 243	3231	DOOR SEQUENCE	VA141085	CRACKED	20040521008	PAC
727 25C	2751	SWITCH			20040409002	PAC
727 260	1497	MISCELLANEOUS WIRING			20040402006	ONT
727 260	2610	DETECTION SYSTEM			20040625002	ONT
727 260	7500	VALVE MODULATING	39271611	LEAKING	20040625005	ONT
727 260	7510	BLEED SHUT-OFF	V600231	LEAKING	20040625006	ONT
727 44C	2700	WSB2 CABLE	BACC2A3A01262GG		20040520002	ONT
727 44C	2750	OUTBOARD FLAPS			20040513006	ONT
737 2Q8	3242	QUICK DISCONNECT	26010425		20040423009	PNR
737 2Q9	7830	THRUST REVERSER	BACC2A3A00764CG		20040419002	ATL
737 2T2C	2421	AC GEN COOLING	69432851	CRACKED	20040628003	PNR
737 201	3220	DRAG BRACE	658005113	CRACKED	2 SDRs	ATL
737 201	3230	HOSE	BACH8B04NN214T		20040505005	PAC
737 201	3242	STUD	BACB30MT9T15		20040503006	ATL
737 201	3246	WHEEL ASSY	26010452	BROKEN	20040412013	ATL
737 201	5330	SKIN			20040513005	ATL
737 201	5530	VERTICAL STABILIZER			20040625003	ATL
737 201	7810	TAILPIPE			20040609014	ATL
737 210C	3230	GEAR RETRACT LINE	6590737329	BURST	20040528005	ONT
737 217	2761	SPOILER ACTUATOR	65449617	STRUCTURAL FAIL	20040519014	PNR

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
737 217	5755	SLAT ACTUATOR			20040625004	PNR
737 7CT	2740	STAB TRIM MOTOR	6355C000101		20040415001	PNR
737 7CT	7160	FAN BLADE	S3400010260	BEYOND LIMITS	20040531003	PNR
737 76N	5730	DEFLECTION CONTROL			20040607005	PNR
757 236	2565	SLIDE	D31041147		20040513004	PAC
757 28A	7300	FUEL FLOW GOVERN	8062549		20040503011	PAC
767 3Y0	3242	MLG CARBON BRAKE	2608812111	DESINTEGRATED	20040603006	QUE
767 375	3417	AIR DATA COMPUTER	4040800906		20040513003	QUE
767 38E	5610	WINDSHIELD	141T480150		20040427004	QUE
BOEING HELICOPTERS						
234	6300	VERTICAL DRIVE SHAFT			20040410001	PAC
BOMBARDIER						
BD 100 1A10	3242	BRAKE PEDAL TRANSDUCER	201095001	MALFUNCTIONING	20040427017	QUE
BD 700 1A10	2700	SLAT TORQUE TUBE	5910461	DISCONNECTED	20040408012	QUE
BD 700 1A10	2742	ACME SCREW	GT41240015	GALLING	20040427010	QUE
CL600 2D24	5700	FAIRING	6001038841		20040428002	NCR
BRITTEN NORMAN						
BN2	3246	WHEEL BEARING	13889	DESTROYED	20040414004	PAC
CANADAIR						
CL215 1A10	0000	O-RING	493476	FAILED	20040628006	PAC
CL215 1A10	2720	CONTROL CABLE	215903812	U/S	20040510003	ATL
CL215 1A10	2910	HYDRAULIC LINE, RIGID	2157503254	FISSURE	20040607007	QUE
CL215 1A10	3242	PISTON HOUSING	260414126629	CRACKED	20040623005	PNR
CL215 1A10	5710	FRAME ANGLE	21531036212	U/S CRACKED	20040510002	ATL
CL215 1A10	8550	OIL RETURN LINE	215P6311018	PIN HOLE	20040402007	PAC
CL600 1A11(600)	2424	INTERNAL REGULATOR	720846B	FAILED	20040413002	ONT
CL600 1A11(600)	3222	AXLE FITTING	200811218	CORROSION	20040602008	ONT
CL600 2A12(601)	2210	A/P QUADRANT ASSY	40E228410693		20040603004	QUE
CL600 2A12(601)	3220	BACK-UP RING	7336FTP3	WORN	20040504003	QUE
CL600 2A12(601)	3220	LANDING GEAR SYSTEM			20040506005	QUE
CL600 2A12(601)	3260	PROXIMITY SWITCH	6008500845CASSI		20040420003	QUE
CL600 2A12(601)	3418	POTENTIOMETER	600591541	UNSTABLE OUTPUT	20040423007	ONT
CL600 2B16(601 3A)	7230	FAN BLADE		DAMAGED	20040406002	QUE
CL600 2B16(604)	2100	LOW LIMIT VALVE (SHAFT)	9795804	SHEARED	2 SDRs	ONT
CL600 2B16(604)	2520	SEATBELT ASSEMBLY		INOPERATIVE	20040413001	ONT
CL600 2B16(604)	4920	APU			20040602005	ONT
CL600 2B16(604)	7200	ENGINE	CF34	BIRD STRIKE	2 SDRs	QUE
CL600 2B16(604)	7230	ENGINE		FOD	20040511005	QUE
CL600 2B19(RJ)	2215	ACTUATOR SERVO			20040507001	NCR
CL600 2B19(RJ)	2215	ELEVATOR SERVO MOUNT	8220260001	S/N 312	20040507002	NCR
CL600 2B19(RJ)	2721	TRIM SWITCH	272613		20040515001	NCR
CL600 2B19(RJ)	2750	TE FLAP CONTROL SYS			20040609016	QUE
CL600 2B19(RJ)	2820	O-RING	MS29513326	LEAKING	20040420007	ATL
CL600 2B19(RJ)	2910	HYDRAULIC LINE		PUNCTURED/CHAFED	20040403001	NCR
CL600 2B19(RJ)	2913	NLG PRIORITY VALVE	5323300	FAILED	20040427003	ATL
CL600 2B19(RJ)	3040	WINDSHIELD/DOOR			20040507003	NCR
CL600 2B19(RJ)	3213	MAIN FITTING	17064103	CRACKED	20040515002	NCR
CL600 2B19(RJ)	3244	TIRE	H29X901516	TREAD SEPARATION	4 SDRs	NCR
CL600 2B19(RJ)	3411	STANDBY ASI & ALTIMETER	WL102AMS5	FAILED	20040511001	ATL
CL600 2B19(RJ)	3442	WX RX/RT & ANTENNA	6229302003	FAILED	20040528001	ATL
CL600 2B19(RJ)	5210	BOLT	NAS620760D	SEIZED	20040623006	ATL
CL600 2B19(RJ)	5210	BRACKETS, SWIEL	601R31974112	FRACTURED	20040402001	ATL
CL600 2B19(RJ)	5210	CABLE ASSEMBLY			20040429002	ATL
CL600 2B19(RJ)	5330	FUSELAGE MAIN PLATE			20040423011	ATL
CL600 2B19(RJ)	5420	FRAME & DOUBLER	601360012930	CRACKED	20040425001	ATL
CL600 2B19(RJ)	5510	FAIRING ASSY	600220591008		20040417001	ATL
CL600 2B19(RJ)	5610	WINDOW	NP13932225	INTERNAL SHORT	20040615011	NCR
CL600 2B19(RJ)	5610	WINDSHIELD	NP13932112	CRACKED PANE	20040528002	NCR
CL600 2B19(RJ)	7200	ENGINE		VIBRATIONS	20040406001	NCR
CL600 2B19(RJ)	7230	POWER PLANT			20040427002	ATL
CL600 2B19(RJ)	7260	INTEGRATED DRIVE			20040613001	ATL
CL600 2B19(RJ)	7830	STOW SWITCH	22850741115	FAILED	20040408002	QUE
CL600 2C10(RJ)	7200	ENGINE	412T03G02		20040403002	NCR
CESSNA						
A152	5551	BRACKET	04320049	CRACKED	20040622006	QUE
A185F	2710	AILERON CABLE	051010513/516	FRAYED	2 SDRs	ONT
A185F	5511	REAR SPAR REINFORCEMENT	07326031	CRACKED	20040506001	ONT
A185F	7111	COWL FLAP PAN ASSY	07520144	CORRODED	20040421004	ONT
T210L	2410	BELT	539547310	FAILED	20040622005	QUE
T303	2810	LINE ASSEMBLY	2500010071	RESTRICTED	20040518005	PNR
U206G	3411	AVIONICS FAN	C4140070101	MOTOR U/S	20040526008	ONT
150M	2820	LINE ASSEMBLY	FU040031158	CORRODED PITTED	20040610010	ONT
152	3221	ENGINE MOUNT	045100336	CRACKED AND BENT	20040422003	PAC
152	3340	SWITCH	S21605		20040618003	PAC

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
172K	3221	LANDING GEAR SUPPORT	05411212	CRACKED	20040511002	ONT
172K	3221	UPPER TORQUE LINE	04425061	CRACKED	20040506003	ONT
172M	2730	CLEVIS BOLT	AN2312	INCORRECT INSTALLATION	20040415003	PNR
172M	5344	DOOR POST		CRACKED	20040604008	ONT
172M	5554	HINGE BRACKET	05310186	CRACKED	20040604006	PAC
172M	5753	L/H FLAP		CRACKED	20040505003	ONT
172M	7933	OIL FILTER ADAPTOR	204418156	FAILED	20040528006	QUE
172N	2497	WIRING OF CIRCUIT		BURNT	20040426007	PNR
172P	7322	THROTTLE CONTROL	2520851	WORN	2 SDRs	ONT
172P	5554	RUDDER/FIRATACHERACKET	05310187	CRACKED	20040401004	QUE
172R	2430	CAPACITOR	S19151	CHAFED	20040629007	PAC
172R	2400	AUTO-PILOT			20040423010	ATL
172S	5510	RIB, STABILIZER	053200199	CRACKED	20040427018	ONT
177RG	3260	SWITCH	20700291	BROKEN WIRE	20040607001	ONT
180A	5510	REINFORCEMENT	07321014	CRACKED	20040401005	ONT
180C	2710	AILERON DIRECT	C051010516	FRAYED	20040512001	ONT
180H	3246	FORWARD SPREADER	3665710	CORRODED,CRACKED	20040506002	ONT
180H	6113	SPINNER BLACK	PL09520046	CRACKED	20040527008	ONT
207	5522	ELEV T/E ASSY/TRIM TAB		SERVICEABLE	20040503012	PNR
208	3422	CARD ADJUSTMENT		BROKEN	20040421003	ONT
208B	5751	AILERON BELLCRANK	262400724	MISSING WELD	20040614004	ONT
208B	7310	FUEL BOOST PUMP			20040413011	ONT
210L	3230	SPRING ASSEMBLY,	12416432	SEIZED	20040423003	PAC
401B	2752	FLAP ACTUATOR	511523716	WORN OFF GEARS	20040621011	PNR
401B	5220	EMERGENCY EXIT	W50111302		20040616011	PNR
402C	3700	VACUUM PUMP	442CW	SHEARED	2 SDRs	QUE
414	7800	L/H CANTED BULK			20040604005	PNR
441	3250	BOLT	AN17642	BROKEN	20040601008	PNR
501	2916	BRAKE RESERVOIR			20040504002	PAC
525	7500	COUPLING	W99124CE	AS ORIGINAL	20040624009	ONT
550	2730	BOLT	NAS130436	WORN	20040512007	ONT
550	2730	ELEVATOR CONTROL			20040621001	QUE
560	2110	COMPRESSOR DRIVE		LEAKING	20040518010	PAC
560	3020	TEMPERATURE SWITCH	1173T423	OUT OF LIMITS	20040518009	PAC
560	7830	INTERLOCK SOLENOID	183238001	WEAK	20040519001	PAC
560	7920	OIL MANIFOLD	655601110	LEAKING	20040518001	PAC
560XL	2310	COPPER WIRE-	ANTE14379	BROKEN	20040412010	QUE
CIRRUS						
SR22	5753	LEFT OUTBOARD FLAP	14573002	CORRODED	20040615012	ONT
SR22	5753	LEFT/RIGHT INBOARD FLAP	14571003/004	CORRODED	20040615014	ONT
SR22	5753	MID FLAP HINGE	14572002	CORRODED	20040615013	ONT
440	7922	OIL COOLER DOOR ACTUATOR	315341	FAILED	20040628005	PAC
CONVAIR - USA						
580	2910	CHECK VALVE			20040610001	PAC
DASSAULT						
FALCON 20	3244	TIRE	266F432	TREAD CAP MISSING	20040426005	PNR
FALCON 900C	7334	FUEL PRESSURE	SW8G12581	GOOD	20040609008	ONT
DEHAVILLAND - CAN						
DHC 2 MKI	3246	L/H DOCK FITTING		CRACKED	20040622002	ONT
DHC 2 MKI	2730	ELEVATOR CONTROL	C2CF815A	FRAYED	20040527002	QUE
DHC 2 MKI	5511	FORWARD SPAR	C2TP57	CRACKED	20040510005	PNR
DHC 2 MKI	7310	DIAPHRAGM	SPE31342	CRACKED	20040525003	QUE
DHC 3	7414	DISK-RUBBER MAGNETO	11052	CRACKED	20040521006	QUE
DHC 6 300	5554	BEARING	AB4A	UNSERVICEABLE	20040611008	PNR
DHC 7	2750	FLAP DUMP SOLENOID	664901		20040414003	NCR
DHC 7	5755	ACTUATOR	2651001011		20040413007	NCR
DHC 7 102	2460	5A CIRCUIT BREAKER	2TC125	FAILED SMOKING	20040614008	ONT
DHC 8 102	2910	LINE HYDRAULIC	82960010203	LEAKING	20040630001	ATL
DHC 8 102	0000	NIL/UNKNOWN		LIGHTNING STRIKE	20040427001	ATL
DHC 8 102	2120	CANNON PLUG	MS3106R10SL3S		20040615016	PAC
DHC 8 102	2760	OUTBD FLIGHT	SP85770013002		20040401001	ATL
DHC 8 102	2781	TORQUE SENSOR	756158	FAILED	20040504005	ATL
DHC 8 102	2900	HYDRAULIC LINE	82920010229	LEAKING	20040422001	ATL
DHC 8 102	2910	HOSE	DSC252B40124	LEAKING	20040622001	ATL
DHC 8 102	3222	STEERING LINK	89925	CRACK	20040623004	ATL
DHC 8 102	3242	PARK BRAKE VALVE	58570	SLOW TO RELEASE	20040415008	ATL
DHC 8 102	3260	LANDING GEAR POST			20040527012	ATL
DHC 8 102	3260	SENSOR	864202	DAMAGED	20040531004	ATL
DHC 8 102	3297	SWITCH	MS2452533		20040601006	ATL
DHC 8 102	3310	RHEOSTAT	RV4NBYSD502A	UNSERVICEABLE	20040615005	ATL
DHC 8 102	5542	SKIN	85540001003	CRACKED	20040510001	ATL
DHC 8 300	0000	CHECK VALVE			20040625001	NCR
DHC 8 300	3246	WHEEL ASSY	314802		20040513002	NCR
DHC 8 301	3233	BUSHING	NAS7512017	MISSING	20040629005	ATL

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
DHC 8 301	2910	FLEX HOSE	AE2463510E0124	LEAKING	20040625009	ATL
DHC 8 301	2612	FIRE DETECTION	L82455014003	FAILED	20040611006	ATL
DHC 8 301	5101	DOOR	NA	DAMAGED	20040614009	ATL
DHC 8 301	7500	BLEED PIPE	82110123015	CRACKED	20040614007	ATL
DHC 8 311	8000	DC CONTACTOR RELAY	A4N	FAILED	20040628002	ATL
DHC 8 311	3230	PSEU	858601		20040526001	ATL
DHC 8 311	3230	SEQUENCE VALVE	69210		20040417002	ATL
DHC 8 311	6120	FUEL PUMP	5008269H		20040614001	ONT
DHC 8 400	2900	LH MLG ACTUATOR	46455109	LEAKING	20040422005	NCR
DHC 8 400	2913	ENGINE HYD DRIVE			20040610009	NCR
DHC 8 400	3230	PROXIMITY SWITCH	401020101		2 SDRs	NCR
DHC 8 400	3260	NG DOWN SENSOR WIRING		SHORTED	20040422006	NCR
DHC 8 400	3310	RHEOSTAT			20040611001	NCR
DHC 8 402	2710	SPOILER CABLES			20040514003	QUE
DIAMOND - CAN						
DA 20 C1	2822	FUEL PUMP	5867001	FAILED	20040408005	PNR
DORNIER						
228 202	3260	WEIGHT SWITCH	222D232M88051	N/A	20040506006	PNR
DOUGLAS						
B26C	8530	PUSHTUBE GLAND NUT			20040607002	PNR
DC9 83	2410	CSD	896233B		3 SDRs	QUE
DC9 83	2742	DRIVE	95906		20040601005	QUE
DC9 83	2781	LE SLAT POSITION			20040511004	QUE
DC9 83	3230	LANDING GEAR RET			20040617001	QUE
DC9 83	3260	L/G PROX SENSOR	833703		20040429003	QUE
DC9 83	3418	STALL WARNING SYSTEM			20040601003	QUE
DC9 83	7220	TURBINE ENG AIR INLET			20040604001	QUE
DC9 83	7920	ENGINE OIL STRAINER			20040429004	QUE
EMBRAER						
EMB 110	2731	BRACKET ASSY.	110321004	CRACKED	20040514002	PAC
ERCO						
415CD	5700	RIB RH	13017R	SEVERE CORROSION	20040430001	ONT
EUROCOPTER CANADA						
BO105 LS A3	2900	ACTUATOR HOUSING	105456611	CRACKED	20040407009	ONT
EUROCOPTER DEUT						
BO105 S CDN BS	2821	FILTER ASSEMBLY			20040405004	ONT
BO105 S CDN BS 4	5301	RELEASE CABLE	AS145202	FAILED SWAGE	20040405005	ONT
BO105 S CDN BS 4	6321	BRAKE BOX	10541227	ELONGATED HOLES	20040420001	ONT
EUROCOPTER FRANCE						
EC 120 B	2140	HOSE	728879		20040610002	QUE
EC 155 B	2572	FUSE HOLDER	DHS78212010	LOOSE CAP	20040624004	ONT
FAIRCHILD						
F27F	3244	TIRE	95X1612	SEPARATED	20040519003	PAC
SA227AC	5711	SPAR	2734023008	CRACKED	20040423005	ATL
SA227CC	3230	LANDING GEAR RETRACTOR			20040616006	ONT
SA227DC	2910	TUBE		CHAFED	20040507004	PAC
FOUND BROS						
FBA 2C1	6120	JAM NUTS	AN316	LOOSE	20040623001	ONT
HAWKER SIDDELEY-UK						
HS 748 2A	2730	ELEVATOR CONTROL	298G3096	CRACKED/SEPARATE	20040415004	PNR
HS 748 2A	2900	FLEX LINE	T2C5000605500	CHAFED	20040527009	ONT
HS 748 2A	5230	CARGO DOOR HINGE			20040429009	PNR
HS 748 2A	5300	ANTENNA-GPS	AVSAT100		20040518012	ONT
HS 748 2A	7510	ENGINE ANTI-ICING			20040611007	PNR
HELIO						
H295	7120	LEFT MOUNTING LUG	CRACKED		20040412014	PNR
HUGHES						
369D	6210	M/R BLADE	369D21100523	UNSERVICEABLE	2 SDRs	VAR
ISRAEL						
ASTRA SPX	5246	REFUEL ACCESS DOOR	25W362210031	REMOVED	20040616012	PAC
ASTRA SPX	5280	MAIN LANDING GEAR	25N2612	CRACKED	20040402003	PAC
1124	3250	LANDING GEAR STEP			20040624002	ONT
LEARJET						
35	2916	RESERVOIR	231707510	CRACKED	20040429007	PAC
35	3246	WHEEL HALF	95440263	CRACKED	2 SDRs	PAC
35A	2133	FLOW CONTROL VALVE	D26D6412	FAILED	20040402002	QUE
45	2450	POWER DIST PANEL	700GC02Y07	FAILED	20040527006	PAC
45	7603	THROTTLE CONTROL	M9676101000013	VERY STIFF	20040527005	PAC
LOCKHEED						
L 1011 385 1 14	2900	COUPLING	S305201	CRACKED	20040427009	QUE
MAULE						
M 5 235C	2750	FLAP HANDLE		BROKEN	20040628010	PNR
MOONEY						
M20C	3230	TUBE	915019000	BENT	20040409001	ONT

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
PIAGGIO						
P180 AVANTI	3240	BRAKE LINE	80197035099	MECHANICAL ABRASION	20040528003	ONT
PILATUS - SW						
PC 12	7510	LINEAR ACCUATOR	9787315301	FAILED	20040406004	ONT
PC 12 45	2131	CNTRLLR OUTFLOW VALVE	9599091141	INTERNAL MALFUNCTION	20040630003	ONT
PC 12 45	7800	L/H EXHAUST STACK	5781012041	CRACKED	20040630004	ONT
PC 12 45	2160	TEMPATURE CONTROL	959902012		20040521004	ONT
PC 12 45	2211	MODE CONTROL	065008617		20040601011	ONT
PC 12 45	2742	PITCH TRIM ACTUATOR	1291110002	GOOD	20040401006	ONT
PC 12 45	2752	FLAP DRIVE ARM	5275212154	CRACKED	20040621002	ONT
PC 12 45	2780	FLAP RELAY	9742001902	FAILED	20040526009	PNR
PC 12 45	2780	MICROSWITCH	9733031216	STICKING	20040616004	ONT
PC 12 45	2781	MICROSWITCH	9733031215	STICKING	20040621004	ONT
PC 12 45	2820	CHECK VALVE	9630911101	NEW	20040511006	QUE
PC 12 45	2932	LOW PRESS. HYD SWITCH	9738114304	LEAKING	2 SDRs	ONT
PC 12 45	3040	TERMINAL END		BURNT/CORRODED	20040421002	ONT
PC 12 45	3230	RELAY	9740928112	FROZEN	20040616003	ONT
PC 12 45	3246	MAIN WHEEL FAIRING	15702100	CRACKED	20040616005	ONT
PC 12 45	3250	BUSHING	5322012078	WORN	20040616007	ONT
PC 12 45	3260	PROXIMITY SWITCH	9733033111	FAILED	20040621007	ONT
PC 12 45	3411	PITOT TUBE	9651112302		20040601012	ONT
PC 12 45	5210	BRACKET COUNTERBALANCE	5521012179	CRACKED	20040616010	ONT
PC 12 45	5210	PASSENGER DR HANDLE	5521012187	BROKEN	20040616008	ONT
PC 12 45	8300	SEAL	3022376	DAMAGED	20040604003	ONT
PIPER						
PA23 250	3230	HYDRAULIC POWER	318003	LEAKING	20040426002	PNR
PA24 260	3230	DOOR RELEASE PIN		WORN	20040426008	PNR
PA28 140	7600	BOLT	AN37	MISSING	20040423001	ATL
PA31	3060	BRUSHBLOCK		SHORTED	20040419003	PAC
PA31	3242	O-RING	MS28775132	UT	20040528007	QUE
PA31 350	2432	BATTERY POST	ALU8421R		20040527007	PNR
PA31 350	3040	DE-ICE BOOT			20040519006	PNR
PA31 350	3213	HOUSING ASSEMBLY	4032700	CRACKED	20040416001	PNR
PA31 350	3720	DRIVE SHAFT	441CC7	SHAFT IS SHEARED	20040625008	PNR
PA31 350	5730	WING SKIN	4065910	CRACKED	20040414002	PNR
PA31 350	6120	PROPELLER CABLE	2489407	BROKEN	20040519007	PNR
PA31T	5300	LONGITUDINAL BULKHEAD	50090XX	CRACKED	20040520004	PNR
PA32RT 300T	7603	THROTTLE CABLE	455360	BROKEN	20040609013	ONT
PA42 720	2400	SWITCH-RADIO MASTER	688219	WORN	20040427016	PNR
PA42 720	2697	DETECTOR - FIRE	5064200	SHORTED	20040621003	PNR
PA44 180	2210	FWD CABLE	62701160	FRAYED	20040517002	ONT
PA44 180	3220	DRAG LINK BOLT	NAS464P427	BROKEN	20040401002	ONT
PA44 180	3230	INNER SPRING	6716800	BROKEN	20040408007	ONT
SCHWEIZER						
269C 1	6320	PINION SHAFT	269A510351	BROKEN	20040427013	QUE
SIKORSKY						
S61N	5400	BUSHING	PD6154407003	NEW	20040506007	PAC
S64E	2140	DUCTING		FAILED	20040527004	PAC
SWEARINGEN						
SA226TC	7321	FUEL CONTROL UNIT	8978017	UNSERVICEABLE	20040629004	PNR
SA226TC	2613	SWITCH, THERMAL	434422123	FAULTY	20040610005	PAC
SA226TC	2710	LINK ASSY	2771004073	CRACK/CORRODED	20040618006	QUE
SA226TC	3213	PIN	752529003	BROKEN	20040617005	PNR
SA226TC	3242	BRAKE MASTER CYLINDER	V151000	LOCKED	20040617004	PNR
SA227AC	2910	HYDRAULIC LINE	2781032081	URST	20040503010	ONT
SA227AC	3250	SWITCH	C1006	BROKEN WIRE	20040527010	ONT
SA227AC	3610	PNEUMATIC DIST SYSTEM			20040426001	ONT
SA227AC	6120	BETA SWITCH	8975428	INTERMITTENT	20040614003	ONT

engines

ALLISON						
AE-3007A	7250	BEVEL DRIVING SH	23056789	FAILED	20040602002	QUE
AE-3007A1	7200	ENGINE			20040625007	QUE
AE-3007A1	7250	DRIVE BEVEL SHAFT	23056789	FAILED	20040602003	QUE
AE-3007A1	7530	ATTACHMENT BOLT	SMS955608	LOOSE	20040602006	QUE
AE-3007A1/3	7200	ENGINE			20040629001	QUE
AE-3007A1/3	7200	ENGINE			2 SDRs	QUE
AE-3007A1/3	7250	HP TURBINE ROTOR	23070981	FAILED	20040602001	QUE
AE-3007C	7250	ENGINE			20040629002	QUE
250-C20R	5300	R/H ENG MOUNT	CL2060323030I4	CRACK	20040427015	PNR
250-C20R	7230	COMPRESSOR	23050833	DAMAGED	20040419001	ATL
250-C20R	7250	ELECTRICAL LEAD		UNKNOWN	20040428007	PAC

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
250-C30P	2435	BRUSH	303001383	WORN	20040407008	ONT
250-C30P	7250	TURBINE	23033195	CRACKED	20040420005	PAC
501-D22A	7210	REDUCTN GEARBOX	6850209	METAL CONTAM	20040408009	ONT
AVCO LYCOMING						
AEIO-360-A1B6	8500	EXHAUST SILENCER	L24266710000	BROKEN BAFFLE	20040406005	ONT
AEIO-360-A1B6	8500	TEE FITTING	L24276000600	SEPARATED	20040408013	ONT
ALF-502R-5	7320	SECONDARY OVERSPEED	230305204	FAILED	20040401003	ATL
IO-360-A2B	8550	RECIPROCATING ENGINE			20040518004	PNR
IO-540-C4B5	7414	BEARING	67542	LOOSE IN HOUSING	20040610013	ONT
IO-540-L1C5	8500	ENGINE DATA PLATE		MISSING	20040427005	ONT
LTIO-540-J2BD	8550	VAC.PUMP DRIVE	S06A19956	SHAFT SEAL SCUFFED	20040413012	PNR
LTIO-540-J2BD	8560	TURBOCHARGER SUPPORT	LW18302	CRACKED	20040416002	PNR
LTS-101-600A-2	7200	AIRFLOW MODULATOR	430110209	FAILED	20040604007	PNR
O-235-L2C	8530	PISTON PIN PLUG	LW11625	WORN	20040629008	PAC
O-235-L2C	7322	ACCEL PUMP SUPPLY TUBE	UNKNOWN	SEPARATED	20040618004	PAC
O-235-L2C	7421	SPARK PLUG	REM37BY	CONTAMINATED	20040427008	ONT
O-320-E2A	8530	CYLINDER BARREL	T1SN04OCA	SURFACE DAMAGED	20040629003	PAC
O-320-E2A	8530	CYLINDER ASSEMBLY	LW12597	BROKEN	20040519009	QUE
O-320-E2D	8500	OIL FILTER ADAPTOR	75528	OVERHEATED	20040429005	QUE
O-360-A1H6	8520	PISTON / PISTON	75089LW11775	BROKEN / WORN	20040604002	ONT
O-540-E4C5	7414	MAGNETO/DISTRIBUTOR			20040518002	PNR
TIO-540	8500	CONNECTING ROD BOLT	SL75060	FAILED	20040426006	PNR
TIO-540-A2C	7314	FUEL PUMP			20040426004	PNR
TIO-540-A2C	8520	CONNECTING ROD	CYLINDER1	DESTROYED	20040521002	QUE
TIO-540-C1A	8520	CHRANKSHAFT GEAR		BROKEN	20040601004	QUE
TIO-540-J2BD	7414	MAGNETO	1068291013	NO VISIBLE DAMAGE	20040511007	PNR
TIO-540-J2BD	8500	ENGINE			20040401009	PNR
TIO-540-J2BD	8500	ENGINE DRIVEN FUEL PUMP	RG9080J7AM	LEAKING	20040406003	ATL
TIO-540-J2BD	8500	SERVO FUEL INJECTOR	25245009	GOOD	20040624003	PAC
CFM INTERNATIONAL						
CFM56-5A1	7261	ENG. OIL LINE	3371535030	LEAKING	20040412004	QUE
CFM56-5A5	7532	COMPRESSOR BLEED			20040408004	QUE
GARRETT						
TFE731-2-2B	7722	HARNESSTHERMOCOUPLE	30739501	SHORTED	20040422002	QUE
TFE731-40R-200G	7310	MOTIVE FLOW PUMP	30607591	FAILED	20040430002	QUE
TPE331-10N	7310	FUEL CONTROL UNIT	89711019	FAILED	20040609018	PAC
TPE331-10UA	7250	HIGH SPEED PINION	310117015	LOOSE	3 SDRs	PNR
TPE331-10UA	7250	PINION	310117017	BROKEN	2 SDRs	PNR
TPE331-10UA-511G	7250	NUT	31080661	NEW	20040405002	PNR
TPE331-11U-612G	7210	PLANATARY GEAR	B31025613	FLAKING	20040604013	ONT
GENERAL ELECTRIC						
CF6-80C2B6F	7200	ENGINE (TURBINE)			20040407001	QUE
CF700-2D-2	7200	ENGINE			20040609010	PNR
PRATT & WHITNEY-CAN						
PT6A-114A	7230	SEGMENT RETAINING	3020159	COLLAPSED	4 SDRs	PNR
PTPT6A-135	7930	T5 HARNESS			20040610007	PNR
PT6A-20	7603	PWR CTRL SPRING LINK	901187263	SERVICEABLE	20040513008	PNR
PT6A-27	7200	ENGINE		FAILED	2 SDRs	QUE
PT6A-28	7230	P2.5 BLEED ADAPTER		CRACKED	20040604009	ONT
PT6A-42	7810	R/H EXHAUST STACK	FA572618R	CRACKED	20040428003	PNR
PT6A-50	7322	FUEL CONTROL UNIT	324475319	UNSERVICABLE	20040617007	PNR
PT6A-60A	7210	O-RING	AS3209114	PINCHED/CUT	20040519010	QUE
PT6A-65B	7220	BREATHER HOSE	SCDEETS41446	KINKED/PINCHED	20040518003	ONT
PT6A-67D	7250	POWER TURBINE BLADES			20040405009	PAC
PT6T-3	7250	COMPRESSOR TURBINE WHEEL			20040413005	QUE
PW120A	7323	OVERSPEED GOVERNOR	8210161C		20040514004	ATL
PW123	7530	ADPTR VENTURI BLDAIR PIPE	311269001	FAILED	20040622007	ATL
PW150A	7230	TURBINE ENGINE			2 SDRs	NCR
PW535A	7530	BLEED AIR TUBE	655551117	WORN	20040519002	PAC
PRATT & WHITNEY-USA						
JFTD12A-4A	7320	FUEL PRESS.&DUMP	586982	MALFUNCTION	2 SDRs	PAC
JFTD12A-4A	7931	OIL PUMP	636716	FAILED	20040519005	PAC
JT8D-17	7310	BACK-UP RING	MS905820		20040510004	PNR
JT8D-219	7200	ENGINE			20040419004	QUE
R-1340-AN-1	8500	ENGINE	R1340S3H1G	FAILED	20040628001	ONT
R-1340-S3H1-G	8530	CYLINDER ASSEMBLY	399359	CORRODED	20040511003	QUE
R-1830-92	8500	ENGINE			20040421001	NCR
R-2000-7M2	7421	SPARK PLUGS	REB37E		20040618007	PNR
R-2000-7M2	8500	OIL LINE			20040412008	PNR
R-2000-7M2	8500	ENGINE OVERSPEED			20040405008	PNR
R-2000-7M2	8530	CYLINDER	153072		20040416003	PNR
R-2000-7M2	8550	CYL. HEAD OIL DRAIN	153084		20040614005	NCR
R-2800-CA3	8520	MAIN BEARING			20040629010	PNR
R-2800-51M1	8500	CYLINDER ASSY.	136919	OVERHEAT	20040503013	PNR
WASP CB3	8530	CYLINDER	356995	CRACKED	20040602009	PAC
WASP S3H1-G	8530	CYLINDER	AE92181	CRACKED	20040504007	PAC
ROLLS ROYCE - GY						
BR700-710A2-20	7600	EEC			20040408001	QUE
DART 534-2	7200	ENGINE			20040520001	ONT
TELEDYNE CONTINENTAL						
C-75-12	7411	COIL	10357164	CRACKED	2 SDRs	ONT
IO-240-B	8500	FUEL PUMP			20040406006	ATL
IO-240-B	8530	STUD, ROCKER	SHA401852	BROKEN	20040609017	ONT
IO-470-S	8520	CRANKCASE		CRACKED	2 SDRs	QUE
IO-520-F	8520	CRANKSHAFT		CRACKS	20040630002	ONT
IO-520-L	8530	CYLINDER ASSEMBY	L653446	CRACKED	20040423004	PAC
IO-520-M	8500	FUEL PUMP	6462125	LEAKING	20040528008	QUE
IO-550-D	7414	DISTRIBUTOR GEAR		OVERHAULED	20040408008	PNR
O-200-A	8500	STARTER GEAR RETAINER RING	640174		20040520003	PNR
O-300-A	8530	CYLINDER	SA10200A1	OVERSIZE	20040415002	PAC
O-470-K	8530	CYLINDER	CKASS68	BROKEN	20040615004	ONT
TSIO-520-AE	8500	TACHOMETER	C668022101	NEEDLE STUCK	20040518006	PNR

propellers

DOWTY ROTOL						
R212/4-30-4/22	6111	LEADING EDGE STRIP		SEPARATED	20040624007	ONT
HAMILTON STANDARD						
14SF-23	6110	BLADE SEAL ASSY	8173881	SUBSTANDARD PART	2 SDRs	NCR
23E50-505	6120	DISTRIBUTOR VALVE			20040519012	PNR
23E50-505	6122	PROP GOVENOR		OVERHAULED	20040412009	PNR
43E60-581	6113	BARREL SUPPORT	97722	BROKEN	20040616009	QUE
43E60-583	6122	SOLENOID	321475	FAILED	20040430006	PAC
HARTZELL						
HC-B3TN-3DY	6114	PISTON SEAL	45C33173472	CUT	20040525004	PNR
HC-B3TN-5FL	6140	BETA LIGHT SWITCH	800323503	FAILED	20040429001	PAC
HC-E4A-3I	6111	BLADE BEARING	C792	CRACKED	2 SDRs	PAC
MCCAULEY						
1A103/TCM6958	6114	PROPELLER			20040407012	PAC
1A170E/JHA/7660	6113	BACKPLATE (PROP	055032111	BROKEN / TORN	20040610008	ONT
1C160	6110	PROPELLER			20040429006	PAC
1C172/EM7653	6114	PROPELLER			20040429010	PAC
SENSENICH						
M74DM-0-58	6114	PROPELLER			20040430003	PAC

equipment

ACK TECHNOLO						
E01	2562	BATTERIES	MN1300	LEAKING	2 SDRs	PNR
AMERI-KING C						
AK450	2562	ELT	AK450		20040618005	ONT
DORNE & MARG						
DMELT60	2560	DURACELL BATTERY	LR20POOR-	LEAKING	20040615017	ATL
HYDRAFLOW						
3891150150	3520	HOSE ASSEMBLY	3891150150	BROKEN	20040614006	QUE
LUCAS A AERO						
23048004M	2435	FAN	230481490	BROKEN	20040413013	PNR
ROSEMOUNT IN						
0851CM2	3411	PITOT TUBE ASSY	0851CM2	LEAKING	4 SDRs	ATL
SUNDSTRAND						
73664E	6720			INTEGRATED DRIVE	20040629006	PAC
UNKNOWN						
MS24665143	1000	COTTER PIN		DEFECT	20040408006	NCR

LEGEND

JASC Joint Aircraft System Code number defining assembly/system/component

SDR NO. TCA assigned SDR control number - please quote in any correspondence or inquiries

RGN TCA region of SDR submitter:

PAC = Pacific, **PNR** = Prairie Northern,
ONT = Ontario, **QUE** = Quebec,
ATL = Atlantic, **NCR** = Ottawa (HQ),
VAR = more than one Region

feedback

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For additional information concerning **feedback** *or the Service Difficulty Reporting Program, contact your nearest Transport Canada Centre.*

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